

# BookletChart™



## Chaumont, Henderson and Black River Bays

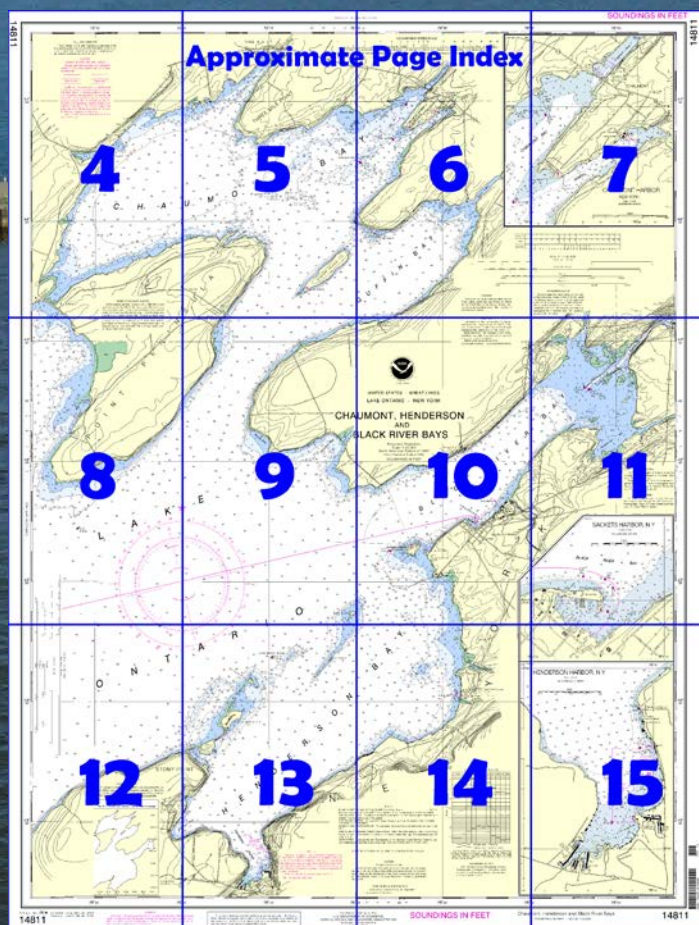
NOAA Chart 14811

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14811>



**(Selected Excerpts from Coast Pilot)**  
**Point Peninsula** (44°00'N., 76°15'W.), an almost detached body of land about 6 miles long and 3 miles wide, is joined to the mainland on its NW side by a narrow neck. Shoaling extends as much as 1.2 miles off the W side and around the S end. A lighted buoy 1 mile S of the SW end of the peninsula marks the S side of the shoaling. Between the SE side of the peninsula and **Pillar Point** on the mainland opposite, a deep channel extends NE to

Chaumont and Guffin Bays. The channel has depths greater than 30 feet except for a shoal with depths of 22 to 28 feet which generally parallels the SE end of the peninsula.

Between Point Peninsula and Stony Point, 8 miles S, a group of large deep bays, including Chaumont Bay, Guffin Bay, Black River Bay, and Henderson Bay, open to the N and E.

**Chaumont Bay**, about 20 miles by deep water from Tibbetts Point, is separated from Lake Ontario by Point Peninsula and the adjoining mainland point. It is a large and well-protected area with depths of 18 to 30 feet of water to within 0.4 mile of shore, except for shoals in the SW end and shoals extending about 1.5 miles SE from Three Mile Point on the N side of the bay. The bay provides good anchorage, mud bottom.

**Three Mile Bay, N.Y.**, is a village at the N end of **Three Mile Bay**, a small bay on the N side of Chaumont Bay. In 1977, the reported controlling depth through the bay to the village was 3 feet, thence 2 feet to and in the marina. Gasoline, ice, marine supplies, a launching ramp, and limited repairs are available.

The Chaumont River flows through the village and into Chaumont Bay on the NW side of **Independence Point**. A fixed highway bridge at the mouth of the river has a clearance of 20 feet, and an overhead telephone cable on the N side of the bridge has a clearance of 22 feet. The pier remains of a railroad bridge 0.1 mile NE provide a horizontal clearance of 50 feet.

**Small-craft facilities.**—Several marinas provide limited transient berths, gasoline, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, a 25-ton marine railway, mobile lifts to 25 tons, a mast-stepping crane, and hull and engine repairs. In 1977, the reported controlling depths were 5 to 10 feet to the Sawmill Bay facilities with 5 to 8 feet alongside, and 5 feet to the facilities above the highway bridge crossing Chaumont River.

**Black River Bay**, opening about 6 miles E of the SW end of Point Peninsula, is entered between **Everleigh Point** on the N side and **Horse Island** on the S side. The bay is about 1 mile wide and extends NE for about 5.5 miles. The water is deep through the bay and close to the shores except for a very shallow expanse filling the upper 1.5 miles.

**Black River** enters at the head of the bay. A depth of about 5 feet can be carried through the shallows and between the submerged ruins of breakwaters at the mouth of the river upstream to the village of Dexter, about 1 mile above the mouth. The channel is marked by private lighted and unlighted buoys that are shifted to mark the best water.

**Sackets Harbor, N.Y.**, is on the SE side of Black River Bay, about 22 miles by water from Tibbetts Point. The harbor, about 7 acres in extent, is protected on the N side by **Navy Point**. Lights on the N side of Horse Island and on Navy Point mark the approach to the harbor. In 1976, the controlling depth in the entrance E of Navy Point was 9 feet. In 1977, the harbor basin had a reported controlling depth of 9 feet except for shoaling to 2 feet in the W end. Good anchorage is available with sand, mud, gravel, and rock bottom, taking care to avoid anchoring over the submarine cable in the SE part of the basin. Private mooring buoys extend **082°** from Navy Point for approximately 80 yards.

A seasonal **Coast Guard station** is on the S side of the basin. Several marinas at Sackets Harbor provide gaso-line, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, launching ramps, mobile lifts to 8 tons, and hull and minor engine repairs. In 1977, depths of 3 to 15 feet were reported alongside the facilities.

**Bass Island** and **Gull Island** are on a very small bank that extends 0.2 mile NE from Bass Island and 0.5 mile SW from Gull Island. The deep channel between the shoals off Horse and Bass Islands, about 0.7 miles wide, is the NE entrance to Henderson Bay.

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander

9th CG District

Cleveland, OH

(216) 902-6117



# Table of Selected Chart Notes

## Pump-out facilities

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

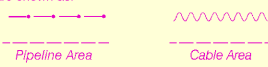
### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.  
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

Polyconic Projection  
Scale 1:30,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◦ (Approximate location)

## NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.  
Refer to charted regulation section numbers.

## CAUTION POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

## SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....243.3 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

spills of oil and hazardous substances to the  
onse Center via 1-800-424-8902 (toll free), or  
U.S. Coast Guard facility if telephone com-  
impossible (33 CFR 153).

Z  
V  
C

76°16'

76°14'

76°12'

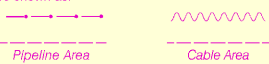
#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### CAUTION

##### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

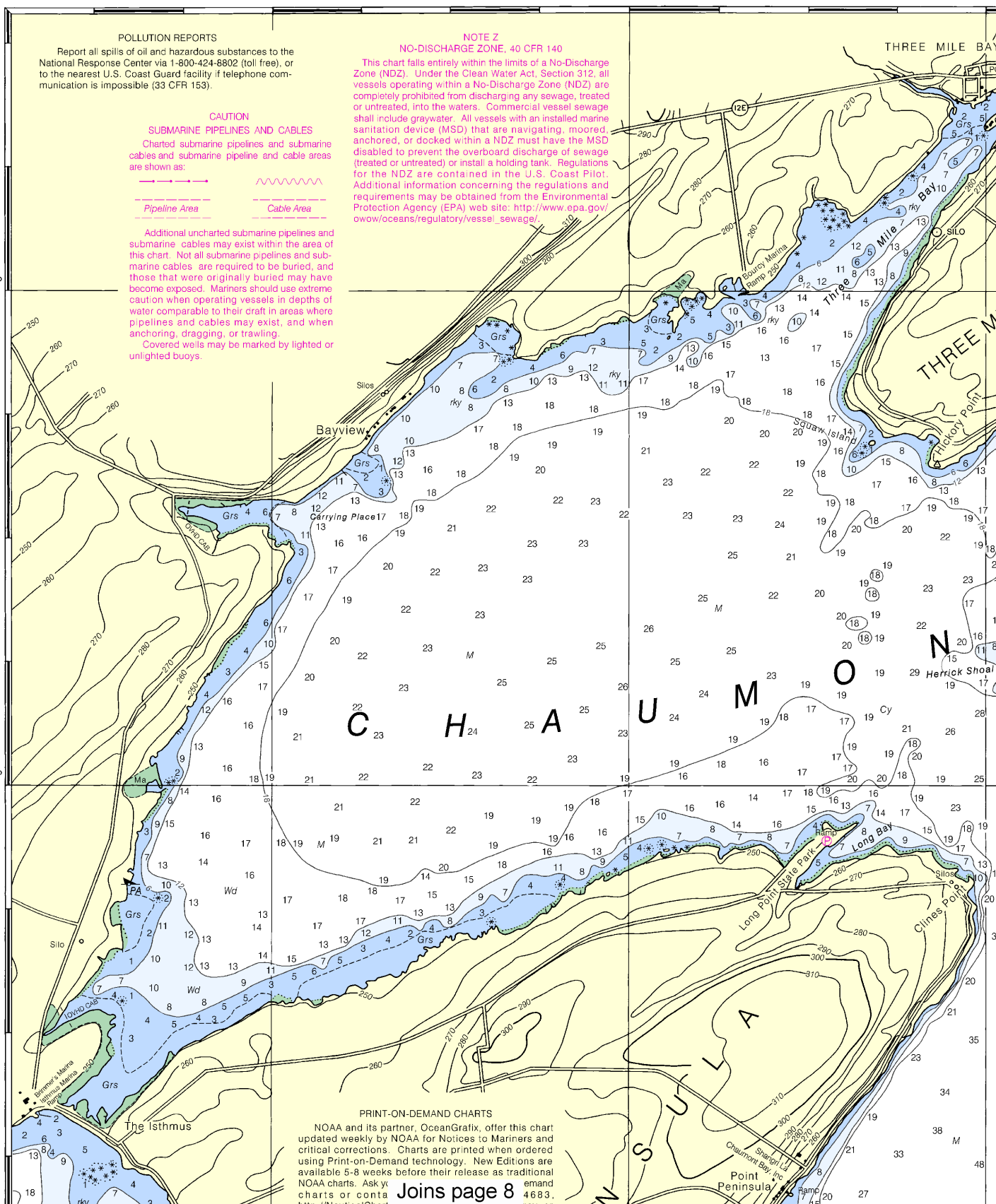
Covered wells may be marked by lighted or unlighted buoys.

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44° 04'

44° 02'



#### PRINT-ON-DEMAND CHARTS

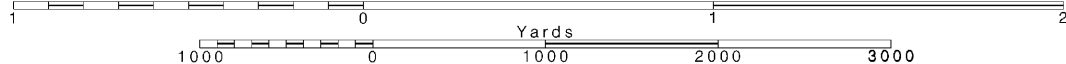
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your dealer or contact <http://www.NauticalChart.com> for more information.

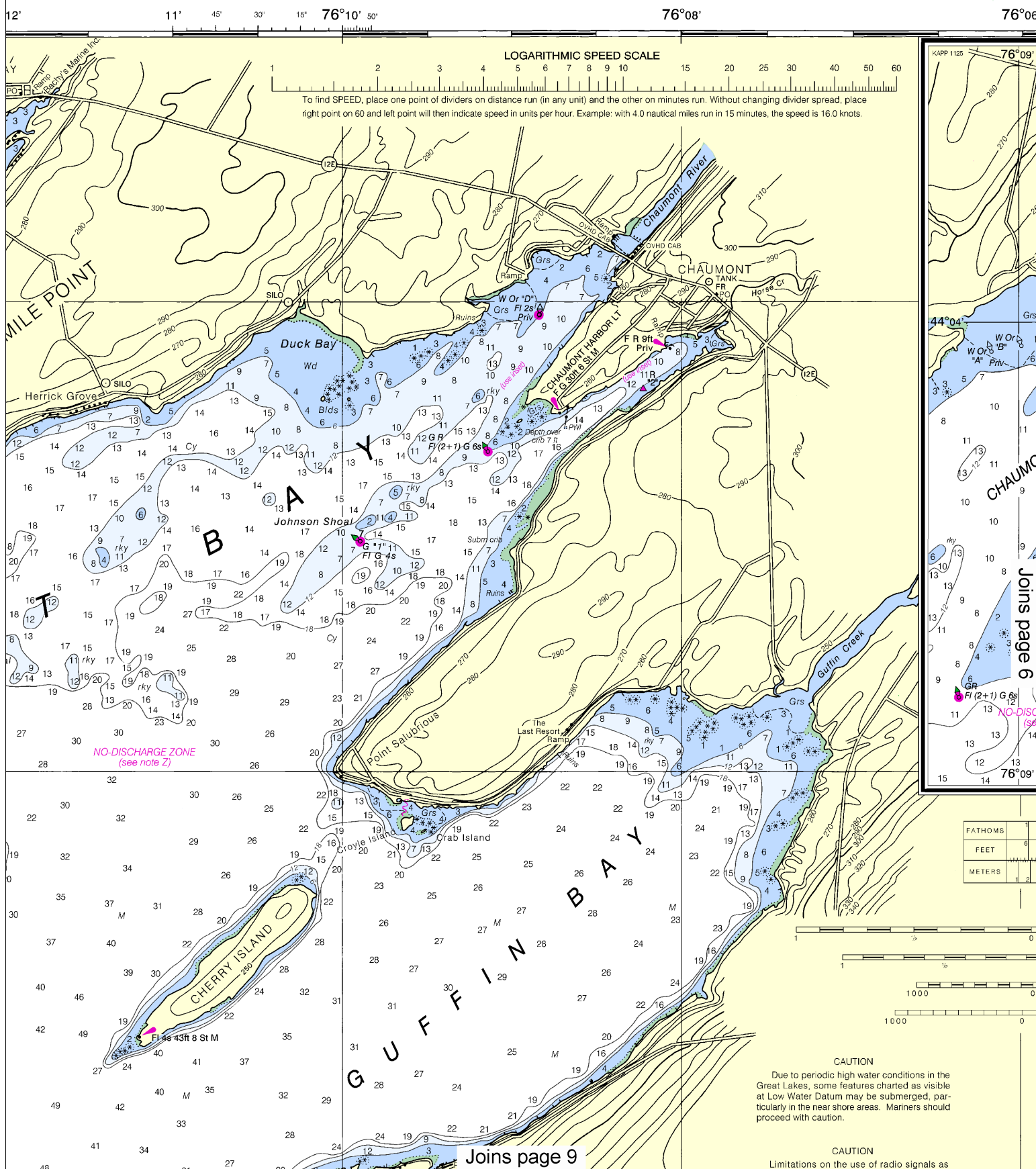
Joins page 8

Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

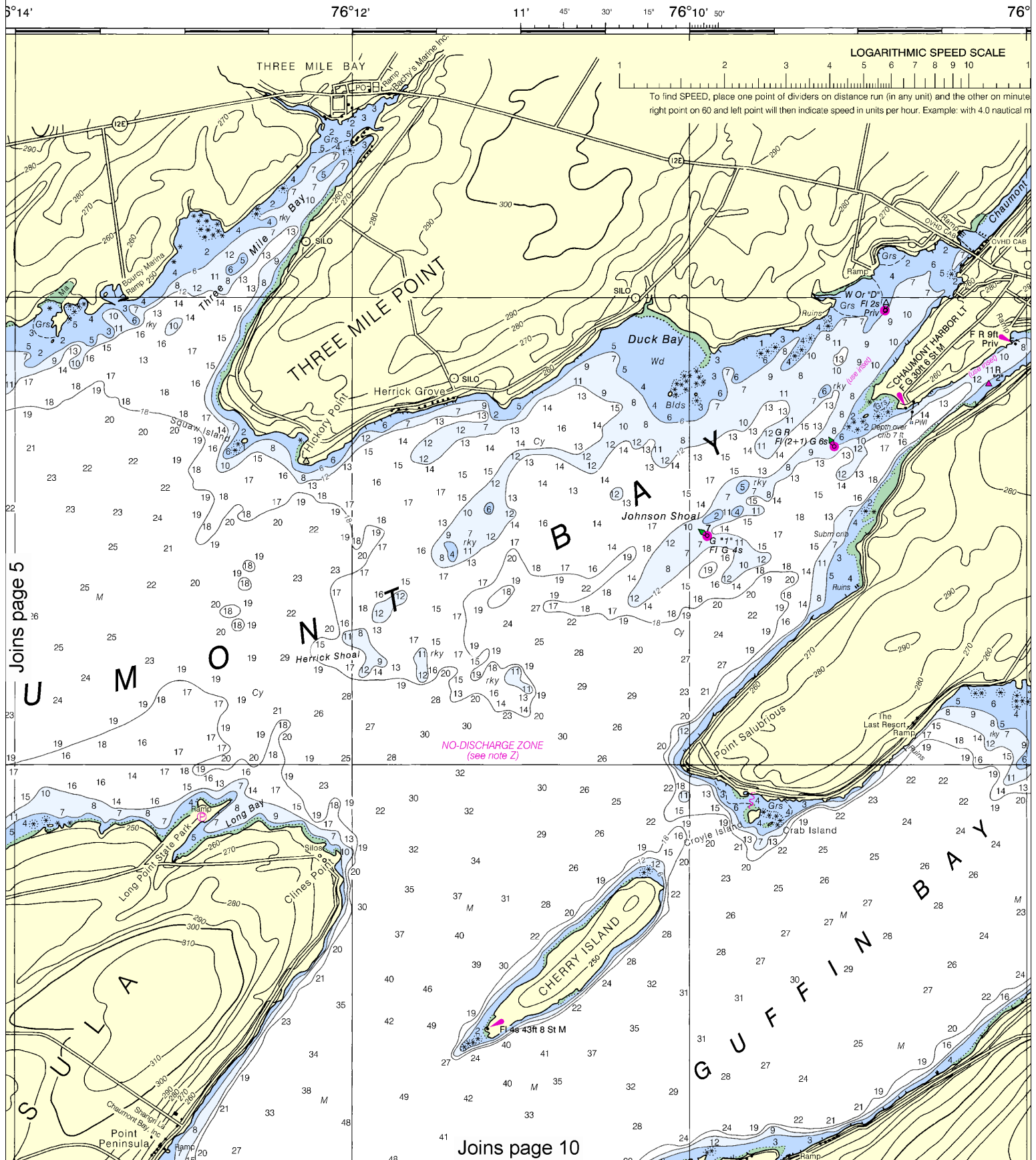
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:40000. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.





Joins page 5

Joins page 10

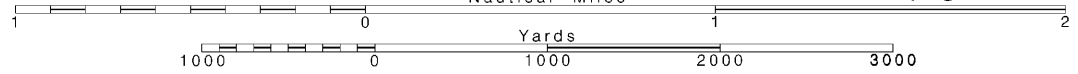
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

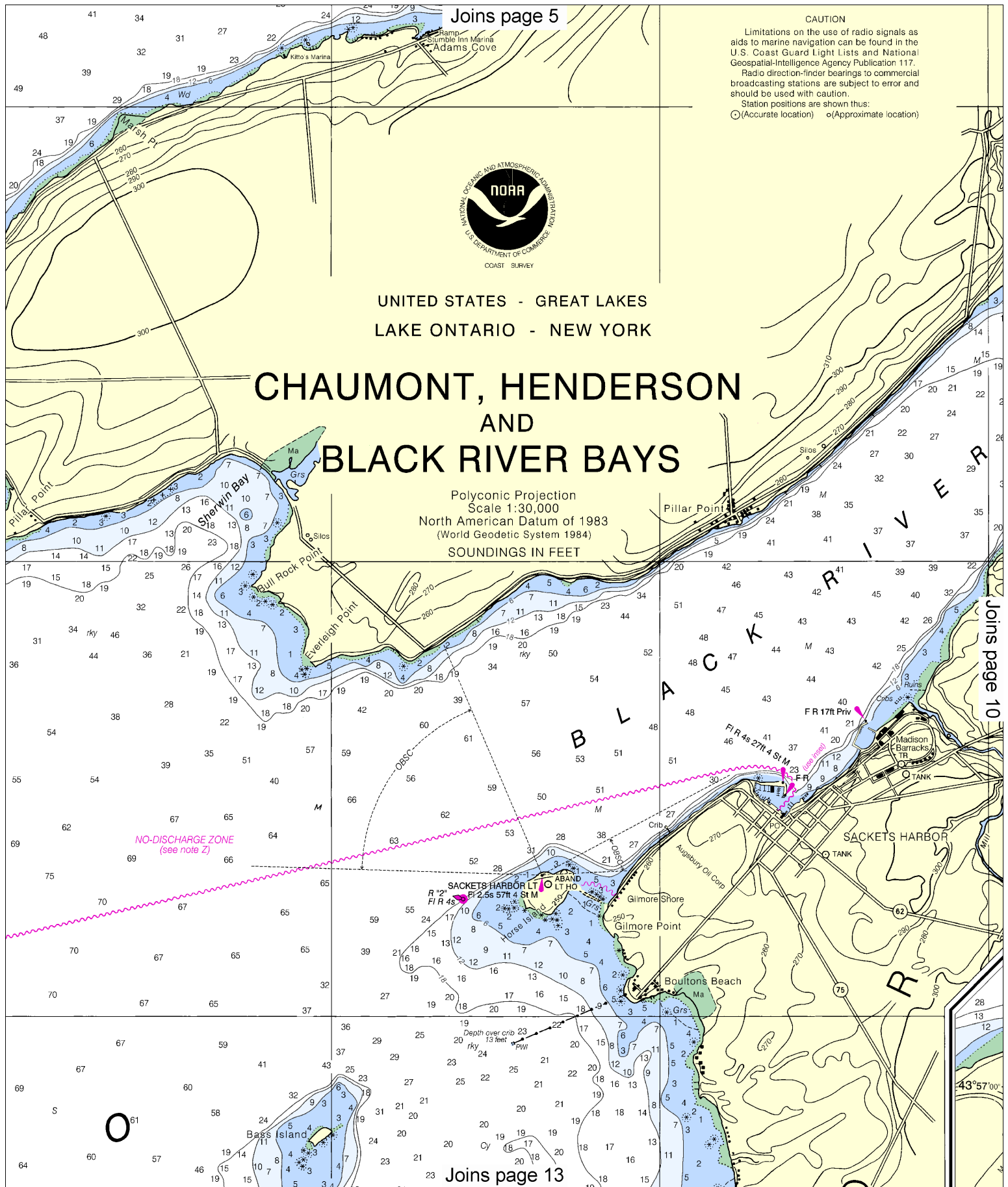
See Note on page 5.











Joins page 5

CAUTION  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)



UNITED STATES - GREAT LAKES  
LAKE ONTARIO - NEW YORK

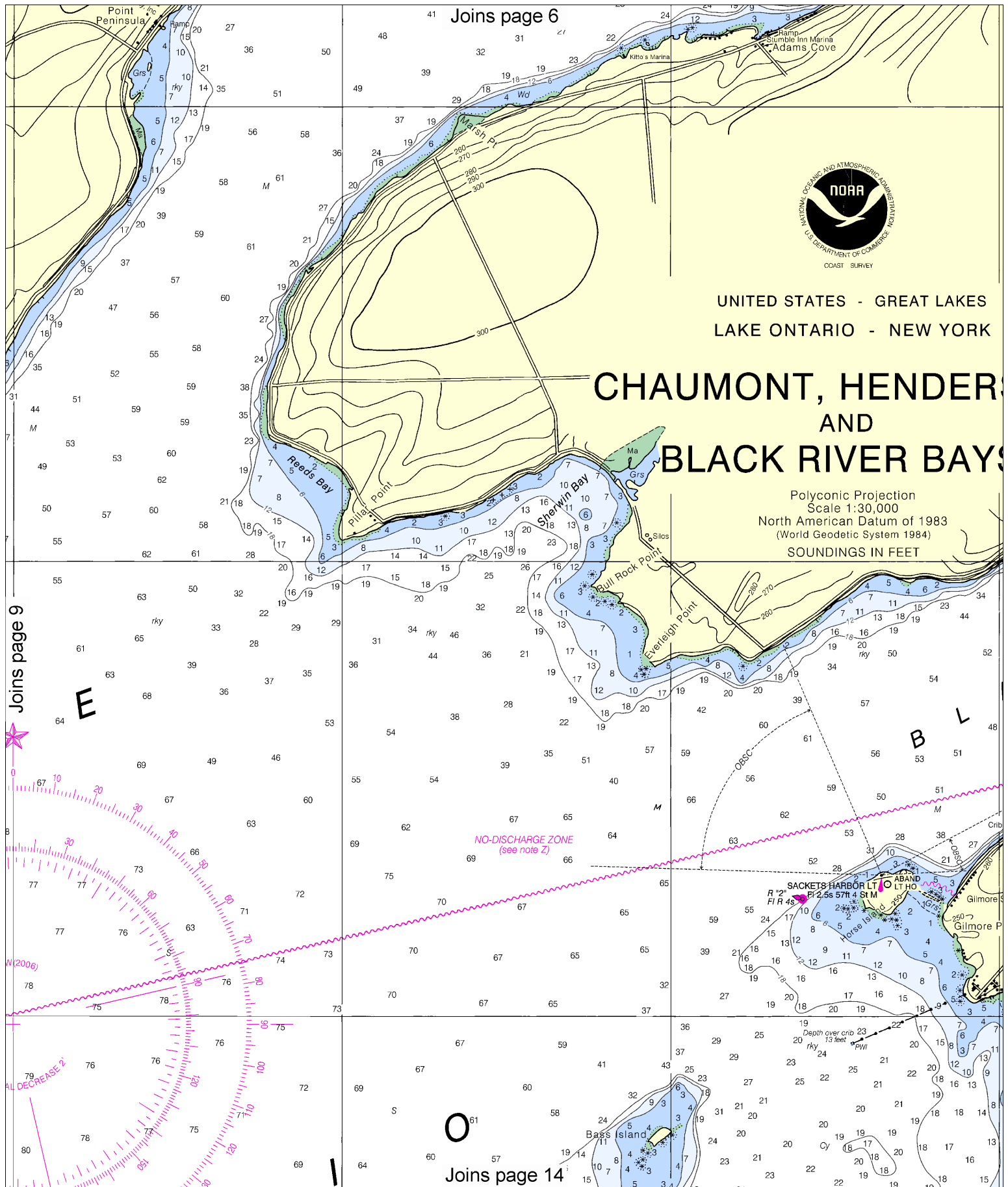
# CHAUMONT, HENDERSON AND BLACK RIVER BAYS

Polyconic Projection  
Scale 1:30,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

NO-DISCHARGE ZONE  
(see note Z)

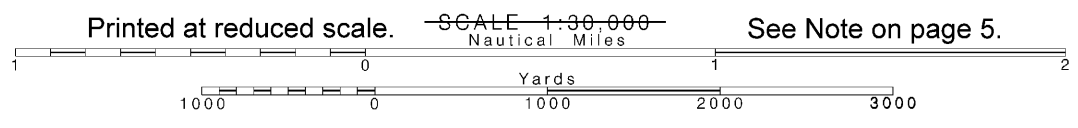
Joins page 13

Joins page 10



10

Note: Chart grid lines are aligned with true north.



Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

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 (•) (Accurate location)    (◦) (Approximate location)

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Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
 ○(Accurate location)    ◐(Approximate location)

**CAUTION**

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

**WARNING**

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**SACKETT'S HARBOR, N.Y.**

SCALE 1:5,000  
SOUNDINGS IN FEET

FEET  
100 0 1 2 3 4 500 6 7 8 9 1000

**NO-DISCHARGE ZONE**  
(see note Z)

**BLACK RIVER BAY**

**Joins page 7**

**Joins page 15**

44°  
00'

59'

45<sup>th</sup>

30<sup>th</sup>

15"

43°  
E 58'

CAUTION

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**WARNING**

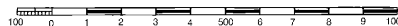
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SACKETS HARBOR, N Y

SCALE 1:5,000

SOUNDINGS IN FEET

FEET



NO-DISCHARGE ZONE  
(see note Z)

**BLACK**

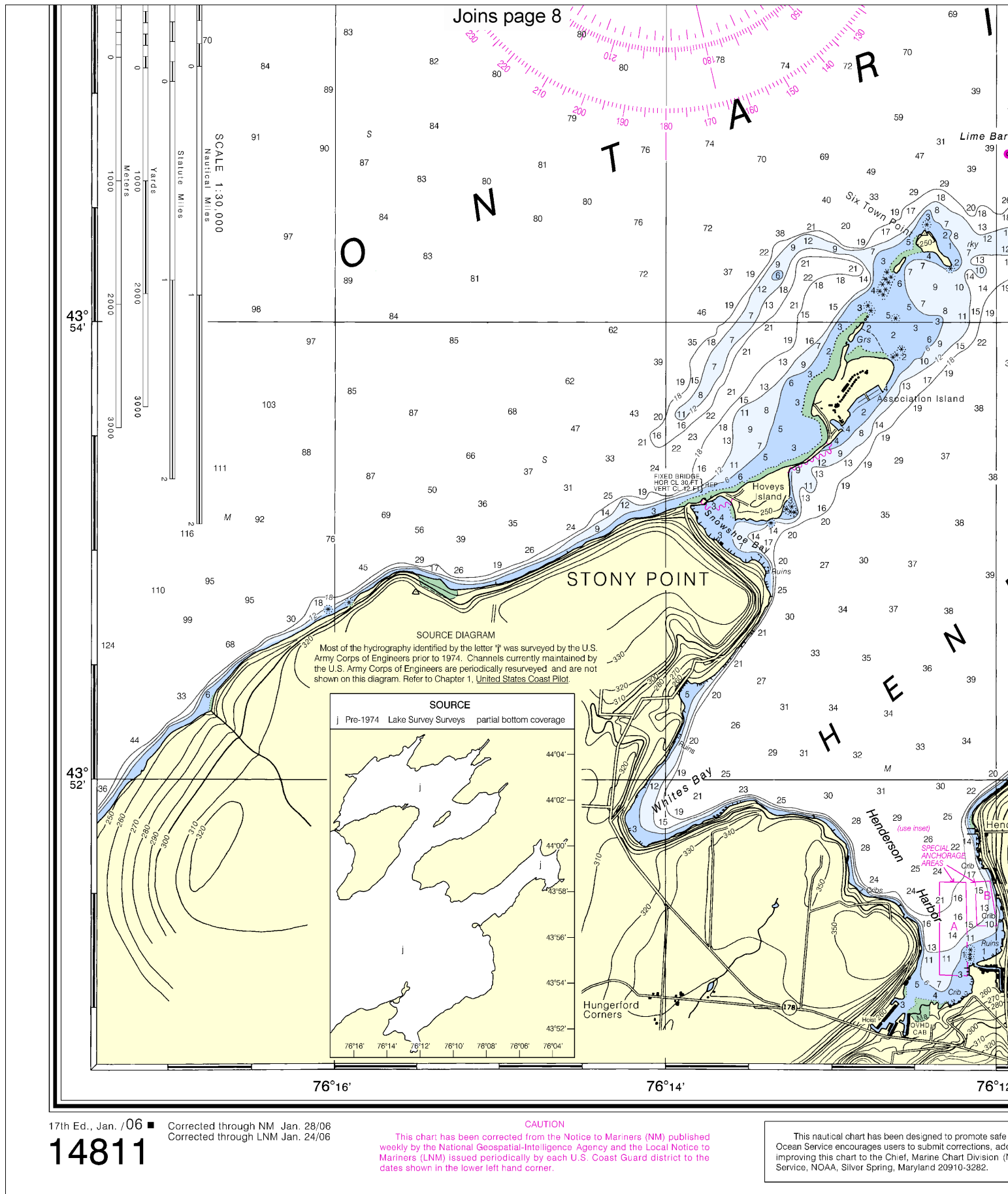
*RIVER*

RAV

43°  
56'

Joins page 15





17th Ed., Jan. /06 ■ Corrected through NM Jan. 28/06  
Corrected through LNM Jan. 24/06

14811

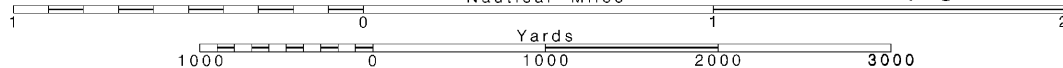
12

Note: Chart grid lines are aligned with true north.

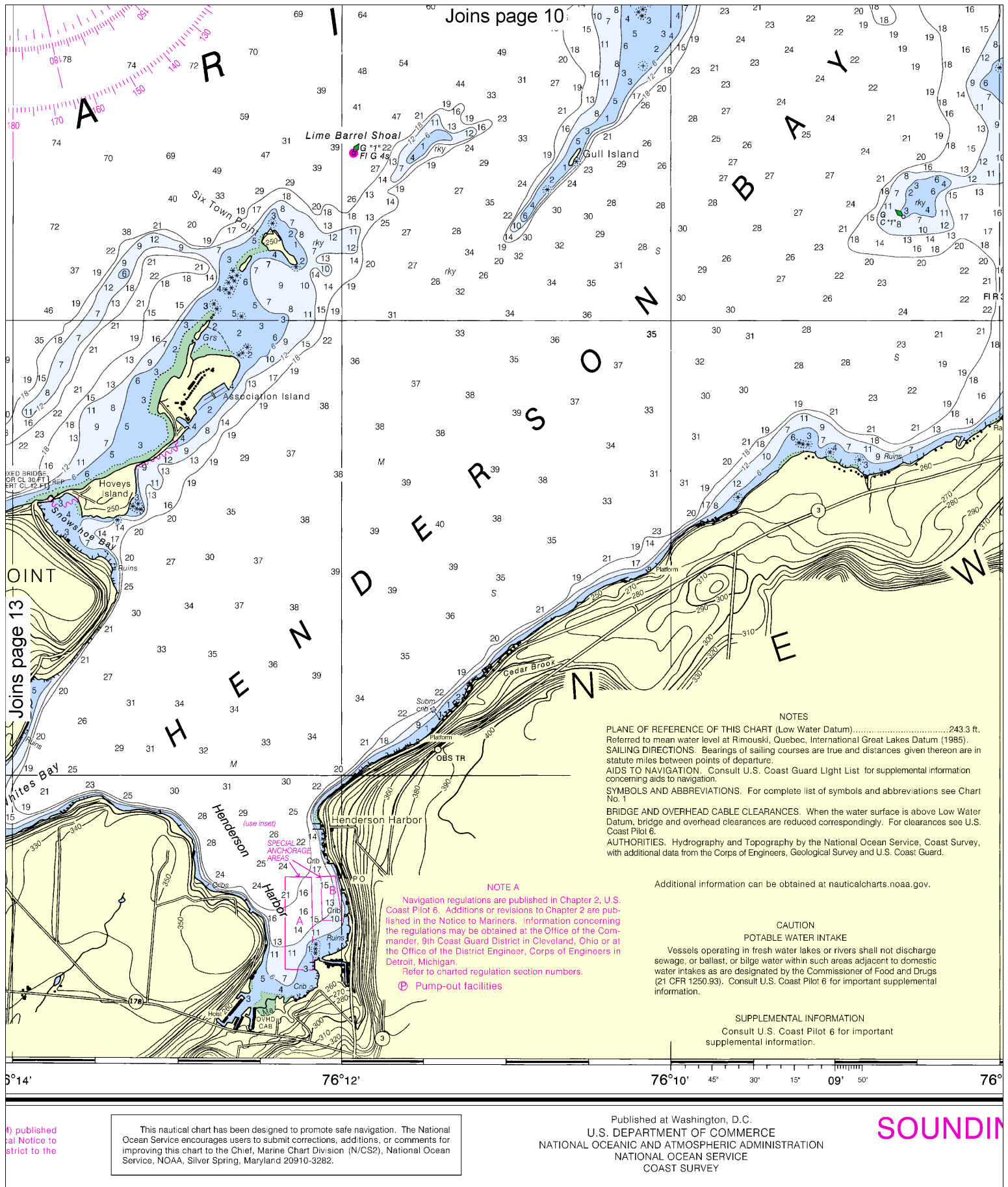
Printed at reduced scale.

SCALE 1:30,000  
Nautical Miles

See Note on page 5.







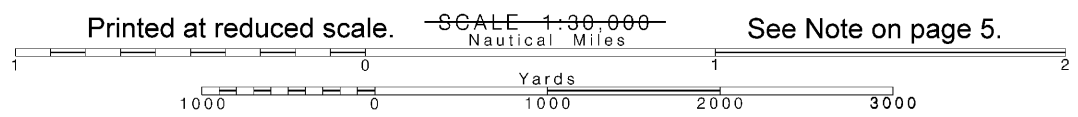
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

SOUNDING

14

Note: Chart grid lines are aligned with true north.



See Note on page 5.







## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker